

## **CITY OF ISSAQUAH DEVELOPMENT COMMISSION**

### **STAFF REPORT**

Site Development Permit SDP17-00003  
March 23, 2018

**ISSAQUAH LOFTS**  
160 Northwest Gilman Boulevard



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A. Notice of Decision for Administrative Site Development Permit ASDP15-00002, prepared by Staff and issued on August 27, 2015. Includes Administrative Adjustment of Standards for New Circulation Facilities and Streetwall.	
B. Development Agreement DA17-00001, dated May 11, 2017.	
C. SEPA Mitigated Determination of Non-Significance, prepared and issued by Staff on February 23, 2018.	
D. CIDDS Checklist with Staff Analysis, completed by Staff on March 23, 2018.	
E. Urban Design and Architectural Style analysis, completed by Staff on March 23, 2018.	
F. Public Comments.	

- G. SDP17-00003 Plan Set, provided by the applicant on November 16, 2017. Includes architectural, landscaping, civil, signal plan, and traffic drawings.

The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and on the City's website under Development Services:

- a. Critical Area Study prepared by Altmann Oliver Associates, LLC, dated March 9, 2015.
- b. Traffic Impact Study prepared by Transportation Solutions, Inc., dated March 9, 2015.
- c. Trip Generation Analysis prepared by Transportation Solutions, Inc., dated August 4, 2017
- d. Preliminary Drainage Report prepared by Navix, dated October 10, 2017.
- e. Preliminary Geotechnical Report prepared by Krazan & Associates, Inc., dated October 18, 2017.

## PROJECT INFORMATION

<b>Applications</b>	Project No. PRJ17-00012 Site Development Permit No. SDP17-00003
<b>Project Name</b>	Issaquah Studio Lofts
<b>Staff Contact</b>	Dan Martinez, Assistant Planner (425) 837-3124 <a href="mailto:danielm@issaquahwa.gov">danielm@issaquahwa.gov</a>
<b>Applicant</b>	Gilman Point LLC Attention: Robert Power 165 NE Juniper Street, Suite 100 Issaquah, WA 98027
<b>Architect</b>	Jackson Main Architecture 311 1 <sup>st</sup> Avenue South Seattle, WA 98104
<b>Engineer</b>	Navix 11400 SE 8 <sup>th</sup> Street, Suite 345 Bellevue, WA 98004
<b>Transportation Engineer</b>	Transportation Solutions, Inc. 8250 165 <sup>th</sup> Avenue NE, Suite 100 Redmond, WA 98052

### Project Description

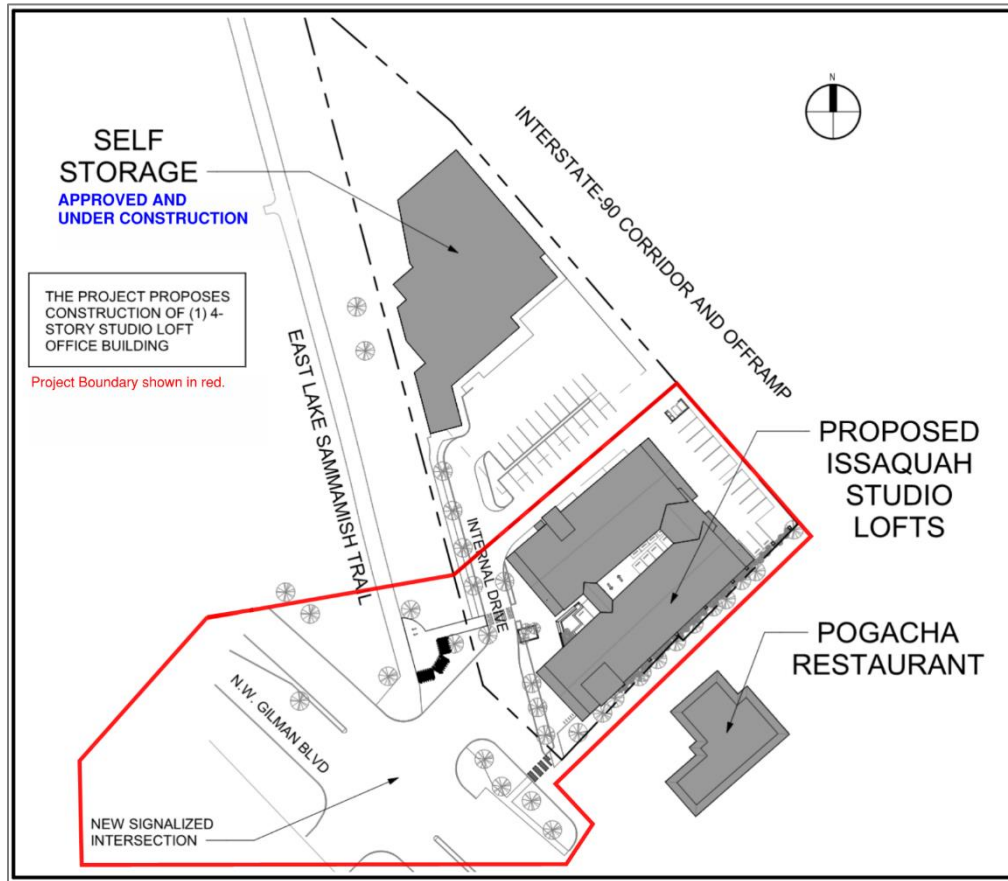
The project entails the construction of one four-story mixed-use building measuring approximately 47,043 square feet. The building would include two ground level retail spaces measuring approximately 2,500 square feet, and three stories of individually leased workspaces. Site improvements would include approximately 71 ground-level<sup>1</sup> parking spaces, associated landscaping, and utilities.

The project would join an already permitted and almost fully constructed four-story, fully enclosed self-storage building measuring approximately 88,000 square feet on the same parcel. The total project site area for both the permitted self-storage building and the proposed studio lofts building measures 82,134 square feet (1.89 acres). Only the studio lofts which encompass approximately 35,321 square feet of the site, are under consideration for this permit. See Background below for more information on this earlier phase of the project.

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<sup>1</sup> The majority of the parking spaces would be located under-building.

## Project Site Plan



### Project Location

160 Northwest Gilman Boulevard  
Issaquah, WA 98027  
Parcel No. 2769650000

### Adjacent Land Uses

North: Streets  
*Interstate 90*  
South: Streets  
*NW Gilman Boulevard*  
East: Mixed Use (MU)  
*Pogacha Restaurant*  
West: Community Facilities (CF-F)  
*East Lake Sammamish Multi-purpose Trail*

### Zoning District

Mixed Use per the Central Issaquah Plan

### Comprehensive Plan Designation

Mixed Use

## RECOMMENDATION

Based upon the application, submitted plans, Exhibits A through G, and rationale contained in this staff report dated March 23, 2018, as well as the Conditions contained at the end of this report, the Administration recommends that the Development Commission approve the Site Development Permit for the Issaquah Studio Lofts.

## BACKGROUND

The applicant seeks to create studio lofts that would serve as business incubators to help contribute to our thriving community and create the next generation of Issaquah-based businesses. The applicant intends to offer both short and long-term leases to vendors, small businesses, and start-ups. The under-construction storage facility adjacent to the project would serve as a potentially complimentary use, while the nearby 3-Trails crossing provides an opportunity for both pedestrian and bicyclist access. The project would provide a positive ground floor pedestrian experience with retail facing Gilman Blvd and East Lake Sammamish Trail, and the applicant has committed to the construction of signal and pedestrian improvements at the intersection of NW Gilman Boulevard and NW Juniper Street.

A Notice of Decision (NOD) for Administrative Site Development Permit number ASDP15-00002 was issued on August 27, 2015. The NOD has been included as **Exhibit A**. The approved ASDP accounts for the following:

1. The construction of one four-story, fully enclosed self-storage building measuring approximately 88,000 square feet.
2. The construction of one single-story Les Schwab Tire Center measuring approximately 12,000 square feet, which included seven service bays and one retail/office space.
3. Site improvements consisting of entry drive, grading, 44 parking spaces, landscaping, utilities, and buffer enhancements across a total site area of 82,134 square feet (1.89 acres).

The 88,000 square-foot self-storage building and its associated utilities and site improvements are currently under construction; however, the approved 12,000 square-foot tire center and seven service bays have been eliminated and replaced by the Issaquah Lofts project.

Prior to the approval of ASDP15-00002, the project site contained one 5,976 square-foot commercial/retail building with three independent retailers. Per King County, the building was constructed in the 1950s. The building has been demolished.

## PROCEDURES

### DEVELOPMENT COMMISSION LEVEL OF REVIEW

Table 4.3A of the Central Issaquah Development and Design Standards (CIDDs) specifies that development projects greater than or equal to 45,000, but less than 100,000 square feet, are to be reviewed under Level 2 criteria. The approved ASDP accounted for development of approximately 100,000 square feet and was therefore reviewed administratively. However, with the new project,

the total development for the site equals approximately 135,043 square feet<sup>2</sup>. Table 4.3A requires development projects greater than or equal to 100,000 square feet, or a site area of greater than or equal to three acres, be reviewed under Level 3 criteria. Therefore, review and approval of the project by the Development Commission is required.

### **APPROVAL CRITERIA**

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan (CIP) and the CIDDS, and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including, but not limited to, if the development proposal:

- A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
- B. Meets all applicable codes, rules, regulations, and polices; and
- C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report.

### **DEVELOPMENT AGREEMENT**

On May 11, 2017, the City entered into Development Agreement DA17-00001, under Agenda Bill AB7219, with Issaquah Studio Lofts LLC. DA17-00001 has been included as **Exhibit B**; however, details of DA17-00001 and additional discussion are provided in the succeeding subheadings.

Due to the development moratorium enacted by the City Council on September 6, 2016, the applicant requested a development agreement with the City for the purpose of proceeding with a planned development, which included a four-story mixed-use building as well as entering into a transportation financing partnership with the City. Development agreements are exempt from the City's development moratorium per Ordinance 2778.

### **Development Commission Review as it Pertains to the DA**

Section 4.3 of DA17-00001 allows both the Issaquah Lofts and the signal and pedestrian improvements to move forward during the existing Moratorium.

For clarity, it is important to distinguish some of the language used in the Development Agreement. DA17-00001 refers to the signal and pedestrian improvements as the "Project", and the Issaquah Lofts as the "Proposal". However, for the purposes of this SDP, the combination of the Issaquah Lofts and the signal improvements are referred to as the "Project". Furthermore, it is important to note that there are many Sections of DA17-00001 that are not pertinent to the processing of this SDP and do not fall under the purview of the Development Commission. The transportation partnership established by DA17-00001, for example, is largely a technical review carried out by City Staff. Those portions of DA17-00001 that require consideration by the Development Commission, such as Architectural Fit, are discussed in more detail, below.

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<sup>2</sup> Eighty-eight thousand for the approved self-storage building, plus 47,043 for the studio lofts building.

### Section 3.1 King County Cooperation

Section 3 of DA17-00001 requires that the City work with King County to obtain authorization to utilize portions of the proposed improvements that would allow crossing County right-of-way. Should the City not be successful in acquiring rights from King County, the Parties<sup>3</sup> shall work to see if the improvements can be made without County participation. If the Parties agree the project cannot happen without County participation, the Parties agree that this would serve as just cause to terminate DA17-00001 and SDP. Should the agreement between the City and the County be executed, the applicant acknowledges that the construction permits may be subject to review by both the City and the County.

### Section 4: Miscellaneous

The following are excerpts from the Development Agreement, explaining the proposal in context of the City's Moratorium, and what elements of the project the Development Commission will review.

*4.3 Development Moratorium: Approval of this Development Agreement will allow the Proposal & Project to move forward during the existing Moratorium. The Proposal addresses the 6 Moratorium work items as follows:*

- 1) Mixed Use: the Proposal is to build ground-floor retail with 4 floors of commercial space above.*
- 2) Urban Design: the Proposal includes a pedestrian plaza on the trailside and envisions opening up the retail space to the plaza and trail. Any draft or completed materials available from the City's consultant working on Urban Design will be incorporated into the City's staff report and will be included in the review by the Development Commission. If no materials are available at the time of permitting, the Developer will pay for the City's urban design guideline consultant to review the Proposal and provide a summary for inclusion into the City's staff report. The Developer agrees to incorporate any recommendations or direction coming from this review in the final design of the Proposal. This requirement is limited exterior materials and finishes, not the basic design concept, square footage or items that normally would be address thru the Land use code.*
- 3) Affordable Housing: there is no housing proposed.*
- 4) Parking: most of the required parking is located under the building and accessed from the rear.*
- 5) Architectural Fit: the Proposal will be reviewed and must be approved by the Development Commission. The proposed elevations are attached as Exhibit C and will only be modified through the permitting process. Any draft or completed materials available from the City's consultant working on Architectural Review will be incorporated into the City's staff report and will be included in the review by the Development Commission. If no architectural materials are available at the time of permitting, the Developer will pay for the City's architectural guideline consultant to review the Proposal and provide a summary for inclusion into the City's staff report. The Developer agrees to incorporate any recommendations or direction coming from this review into the final architecture of the Proposal. This requirement is limited [sic] materials and finished, not the basic design concept, square footage or items that normally would be addressed thru the Land use code.*

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<sup>3</sup> The City of Issaquah and Issaquah Studio Lofts, LLC, as defined by DA17-00001.



*6) District Vision: Providing retail and commercial space in the Gilman District is consistent with the vision for this neighborhood as a live/work/play area. Adding office space to this portion of Central Issaquah is seen as desirable.*

*Any deviation from the commitments listed above requires approval by the City Council.*

*4.4 Bus Stop. The Parties agree to work with Metro as part of the Land Use permitting to achieve a bus stop in the vicinity of this project. If successful, the Developer will construct a bust [sic] stop or shelter, as directed by the City as part of the Project costs.*

*4.5 Trail Engagement. As part of the Land Use permit, the Developer and the City will work to provide an engaging edge for pedestrians and bicyclists in the form of a plaza on the Proposal site that will allow the project to interface with the trail and will provide an attractive edge for the Project. The design of the plaza will be consistent with and reviewed against the Plaza Standards (Section 13.5) as well as any design guidelines or standards (draft or final) prepared by the City's CIP consultant as part of the 2016/2017 development moratorium.*

*Although the Parties recognize this Agreement cannot create commitments for King County, the Parties will, as part of the Land Use Permitting process, engage King County Parks staff. The hopeful outcome would be for the Proposal to create a trail node along the trail that will connect the trail to the Proposal and compliment the plaza created by the Proposal.*

Urban Design, Architectural Fit, Bus Stop, and Trail Engagement as identified above are required to be reviewed and approved by the Development Commission. Development Agreement Sections 4.3(2), Urban Design, and 4.3(5) are discussed under Chapter 18, Design Manual, and **Exhibit E** of this staff report.

Staff also seeks the Development Commission's direction on Sections 4.4 and 4.5. DA17-00001 requires Sections 4.4 and 4.5 to be addressed as part of the Land Use permit. To date, no information has been provided by the applicant regarding the Bus Stop. Staff consider it sufficient to discuss this item with the Development Commission and condition the action, based on the likelihood of minimal impact to the project's site plan [**Condition 1**]. Further, Staff has not received enough information to decisively determine that the Trail Engagement requirement has been satisfied. To this end, the applicant has agreed to provide more information to Staff on both items so that they may be reviewed and discussed at the planned second Development Commission Hearing.

## **PUBLIC NOTICE AND COMMENTS**

### **Public Notice**

Public notification was provided in accordance with the applicable provisions of the Issaquah Municipal Code (IMC). Below is the public notification schedule. Please note that some actions will occur in the future<sup>4</sup>:

1. A Legal notice for the Mitigated Declaration of Non-Significance (MDNS) was published in the Issaquah-Sammamish Reporter on February 23, 2018.

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<sup>4</sup> For example: Second Public Hearing, Notice of Decision, and Appeals should one or more be filed.

2. A Notice of Application (NOA) was mailed to properties within 300 feet of the project site boundaries on February 23, 2018. Additionally, the NOA was posted on the City's website.
3. The applicant provided an Affidavit of the required property posting – a four (4) foot by four (4) foot project identification sign was placed on the site on February 23, 2018. The posting includes the date of the scheduled Development Commission Meeting and Hearing on April 4, 2018.
4. A Notice of Public Hearing was mailed to properties within 300 feet of the project site boundaries on March 23, 2018.
5. A Legal notice in the Issaquah Press will be published on March 23, 2018, providing public notification of the Public Hearing scheduled for April 4, 2018.
6. A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by the IMC.

### **Public Comments**

As of the date identified at the beginning of this report, Staff has received comments from two City of Issaquah residents. A summary of their concerns is provided in the Summary of Technical Reviews heading of this staff report, in addition to a response.

## **STATE ENVIRONMENTAL POLICY ACT (SEPA)**

The Development Services Department has determined that the proposed development does not have a probable significant adverse impact on the environment and therefore an environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency.

A Mitigated Determination of Non-significance (MDNS) was issued for the site on July 9, 2015, under ASDP15-00002, which accounted for the following:

*A proposal to construct a four story 88,000 square-foot fully-enclosed self-storage building, and a 12,000 square-foot tire shop with seven service bays and a retail/office. A Category III off-site wetland and wetland buffer extends onto the northwest corner of the subject site. The 50-foot wetland buffer would be reduced by 1,064 SF to a minimum buffer width of 37.5 feet (25% buffer reduction), replaced with 1,075 SF of added buffer area, and the entire on-site buffer area (6,163 SF) would be enhanced with native trees and shrubs.*

As previously identified, the proposed 47,043 square foot studio lofts building replaces the approved 12,000 square-foot tire shop. The Issaquah Lofts would be located on the southeastern portion of the site, outside of the area of the off-site wetland and wetland buffer. However, the increased size of the building along with the change of use necessitated additional considerations, primarily associated with trip generation.

The SEPA environmental review is concurrently being conducted with the SDP review. SEPA is completed early in the permit process and is required to be concluded prior to the SDP decision. Staff has determined that environmental impacts will require mitigation. A MDNS was issued on February

23, 2018, and has been included as **Exhibit C**. A 21-day combined comment/appeal period was established beginning on February 23, 2018, and ending on March 16, 2018.

The MDNS is based on the SEPA environmental checklist dated October 18, 2017. SEPA mitigation measures shall be deemed conditions of approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code **[Condition 2]**.

## **CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS**

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP17-00003. Detailed analysis of project compliance to the CIDDS may be reviewed in the CIDDS Checklist, included as **Exhibit D**. The CIDDS Checklist contains a table comparing the development project, associated application materials, and drawings against the provisions of the CIDDS. The Plan Set, provided to the City on March 9, 2018, has been included as **Exhibit G**.

It is important to note that many CIDDS standards may only be reviewed for compliance during the review of the construction permits. These items are marked with an "X" in the CIDDS Checklist, under the column heading "Review at Const." A mark in this box indicates that a standard would be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. The approval of the SDP with the conditions of approval does not preclude further Staff requirements during construction permits review of the project to ensure compliance with the CIDDS. Additionally, unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E. **[Condition 3]**.

### **CHAPTER 1: PURPOSE AND APPLICABILITY**

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

#### **Applicability**

The project site is located within the Central Issaquah Plan area of the City. New development and redevelopment activities, such as the Issaquah Lofts development, are subject to the CIDDS. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the CIP.

### **Administrative Adjustment of Standards (AAS)**

Two (2) Administrative Adjustment of Standards (AAS) were requested and approved for the processing of ASDP15-00002, but only one is applicable to this SDP:

1. Administrative Adjustment of Standards – CIDDS 11.3.F – Streetwall

### **CHAPTER 2: DEFINITIONS**

Chapter 2 contains definitions for terms used throughout the CIP. These are additive to the definitions in the Land Use Code.

### **CHAPTER 3: PROCEDURES**

Please refer to the Development Commission Level of Review subheading under Procedures.

### **CHAPTER 4: ZONING DISTRICTS, USES AND STANDARDS SUMMARY**

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

The zoning of the property is Mixed Use (MU). The intent of the Mixed Use district is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses. Based on the intent identified in the CIDDS, the application for the retail and Issaquah Lofts (Office) building is consistent with the intent of the Mixed Use zoning district.

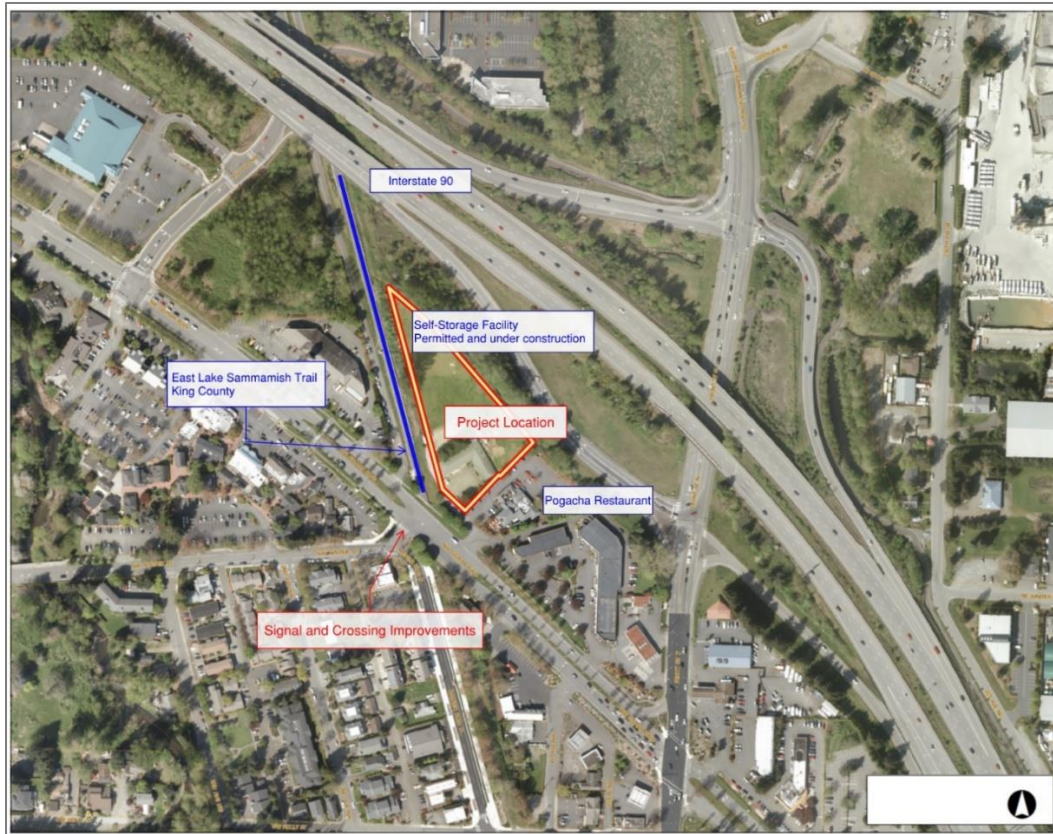


Figure 1. Vicinity Map

**Table 4.3A Level of Review**

Please refer to the Development Commission Level of Review subheading under Procedures.

**Table 4.3B Permitted Land Uses**

Both General Retail and Office uses are permissible within the Mixed Use zone.

**Table 4.4 District Standards**

STANDARD	ALLOWED/REQUIRED	PROPOSED
<b>Floor Area Ratio<sup>5</sup></b>	Base: 1.25 Max: 3.5	1.33 (triggers Density Bonus)
<b>Height</b>	Base: 48 feet Max: 85 feet	53 feet, 8 inches (triggers Density Bonus)
<b>Setbacks</b>	Side: 0 feet  Rear: 0 feet	Side setbacks East: approximately 4 feet West: approximately 10 feet <sup>6</sup>

<sup>5</sup> Based on the Developable Site Area for the Issaquah Lofts building.

<sup>6</sup> Based on an intended Short Plat application; otherwise, approximately 426 feet.

		Rear setback (north): Approximately 42 feet
<b>Setbacks - Build to Line:</b>	Build to Line: 0-10 feet maximum	Not identified on the plans, but approximately 32 feet  The deviation is permitted per an AAS under ASDP15-00002
<b>Impervious Surface:</b>	90% maximum	Approximately 86% proposed

## CHAPTER 5: DENSITY BONUS PROGRAM

The purpose of the Density Bonus program is to allow additional building square footage in exchange for required public benefits, both mandatory and elective, as outlined in Chapter 5.4 of the CIDDS.

The Density Bonus Program is applicable to two components of the project; the Base Floor Area Ratio (FAR), and the Base Height.

The process to increase FAR is through a Fee for Open Space or Affordable Housing payment. The Developable Site Area for the Issaquah Lofts building measures approximately 35,321 square feet. The Issaquah Lofts building, as proposed, would measure 47,043 square feet. The FAR is determined by the following calculation per Section 4.4 of the CIDDS:

$$\frac{47,043 \text{ (Gross Floor Area of a Building)}}{35,321 \text{ (Developable Site Area)}} = 1.33$$

The applicant has not identified how he intends to meet the mandatory public benefit for the increased FAR. Per Chapter 5.7, the applicant may satisfy the mandatory public benefit by paying a Density Bonus Fee. Final determination of the applicable Density Bonus payment would be finalized with the Building permit and payment of Density Bonus Program fees shall be collected prior to Building permit issuance [**Condition 4**].

The Base Height may increase to 54 feet to accommodate additional first floor height such as for Retail and Service uses (at least 15 feet tall) or Office entrance lobbies or underbuilding parking. The project plans depict a 15-foot-tall first floor; therefore, the project complies. This would be confirmed with the building permits.

## CHAPTERS 6 & 12: CIRCULATION

Design and Development Standards covering the same subject (e.g., circulation, community space, parking, and landscape) are paired together.

### Chapter 6: Circulation Facilities Development Standards

The intent of this Chapter is to establish standards for the design, configuration and performance of a comprehensive, highly interconnected Circulation Facility network that encompasses all public and private facilities necessary for motorized and nonmotorized movement. These Development standards support the Design standards found in Chapter 12 Circulation Design. The project complies

with the CIDDs, with conditions. Further analysis of project compliance relating to Chapter 6 is provided in the CIDDs Checklist.

### ***General Description of Proposed Circulation Facilities***

Final circulation facilities are to be determined by the execution of an agreement between the City and King County as previously discussed under the Development Agreement subheading of this staff report. Pedestrian improvements are proposed as part of the signal installation.

#### ***6.2A Block Length***

The block length between East Lake Sammamish Trail and Front Street, exceeds 300 feet (815 feet+); however, given that I-90 is behind this block and there are no opportunities for additional through block passages, none are required. Nevertheless, an additional trail connection shall be provided to connect the East Lake Sammamish Trail to the plazas located at the entrance of the Issaquah Lofts. This would reduce the block length as experienced by pedestrians, as shown in Figure 4. This connection was required by ASDP15-00002 and expanded by the Development Agreement.

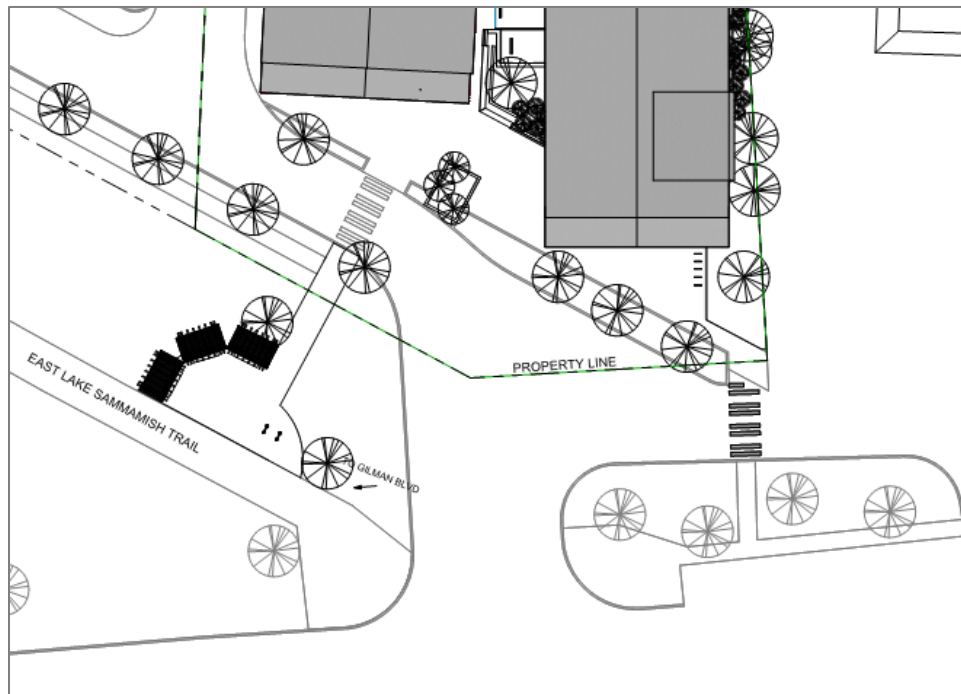


Figure 2. Trail connection from project site.

#### ***6.2B Existing and New Circulation Facilities***

Improvements to NW Gilman Boulevard would be necessary based upon findings of the SEPA MDNS, the Traffic Impact Study dated March 9, 2015, prepared by Transportation Solutions Inc., and Development Agreement DA17-00001. Please refer to the abovementioned SEPA MDNS, for a comprehensive discussion on this matter and Conditions of Approval.

The traffic signal installation resulting from the Development Agreement partnership would address two circulation issues in this area:



1. Pedestrian and bicycle crossing and safety: The 3-trails crossing was identified on the City's non-motorized mobility plan as a number of trail users are not using the pedestrian signal located west of the trail alignment. The plan calls for a signalized intersection. DA17-00001 assures the installation of a traffic signal and safety improvements to address the needs of both pedestrians and bicyclists.
2. Access for businesses on the north side of Gilman Boulevard: Without a development agreement and construction of the signal, the developer would be required to install a "C" curb on Gilman Boulevard due to the increased traffic expected on the site. The "C" curb would restrict left turn movements and turn the driveway to Pogacha into right-in/right-out only driveway. This revision to NW Gilman Boulevard would have a significant negative impact to the businesses along the north side of Gilman from 3-Trails to Front Street due to the reduced access. The signal required by the Development Agreement serves Gilman Blvd and the north side of the proposed intersection, but not Juniper St or Rainier Blvd. These will be addressed by the City in a later phase.

Figure 3, below, demonstrates the signal improvements in the preliminary stages of design overlaid on top of the existing site conditions. Please note that the City would later be responsible for improvements to the south side of the street.

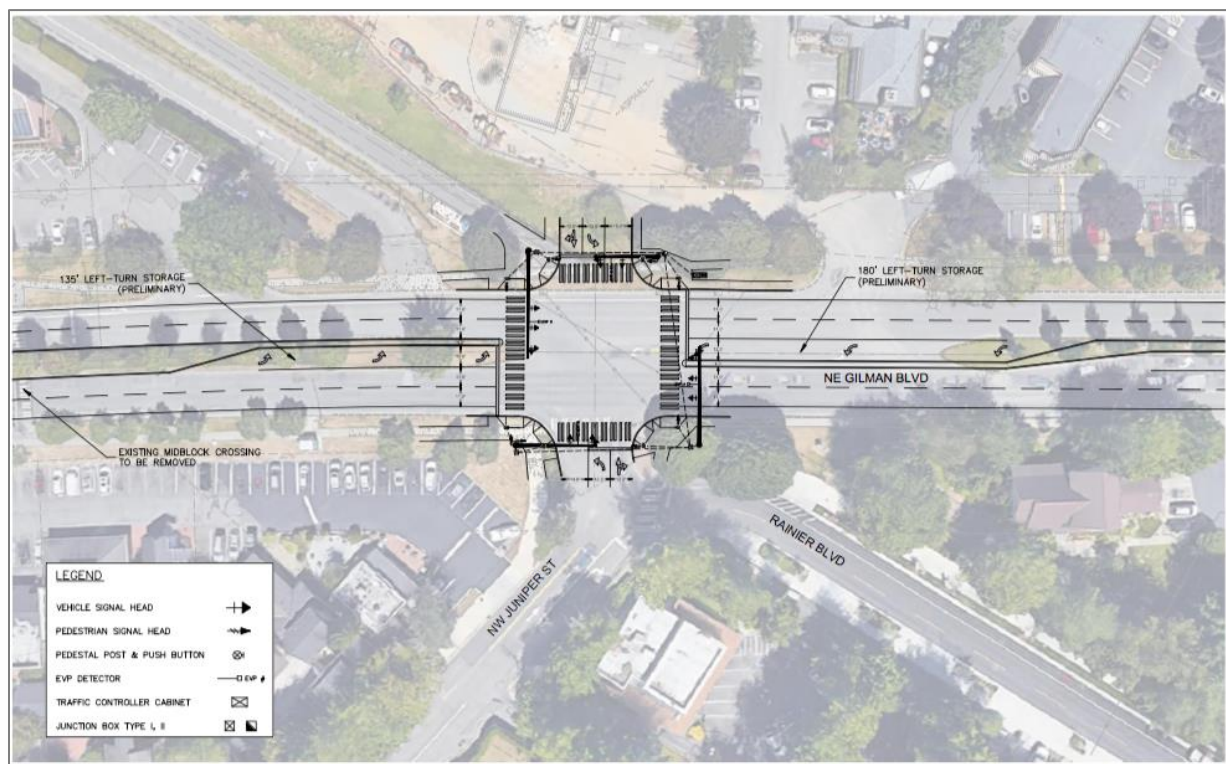


Figure 3. Preliminary signal improvement.



## 6.2F Non-Motorized Routes

Existing non-motorized facilities are shown in Figure 4. The East Lake Sammamish Trail, a multi-purpose trail owned and maintained by King County is depicted in red, and a sidewalk along NW Gilman Boulevard is depicted in blue. A sidewalk along the south of the property, parallel to the East Lake Sammamish Trail, has been constructed as part of the construction of the self-storage building as depicted in Figure 5. As previously discussed, a pedestrian connection would be provided from the ground level plaza of the Issaquah Lofts building to the existing East Lake Sammamish Trail.



Figure 4. Existing Non-Motorized facilities.

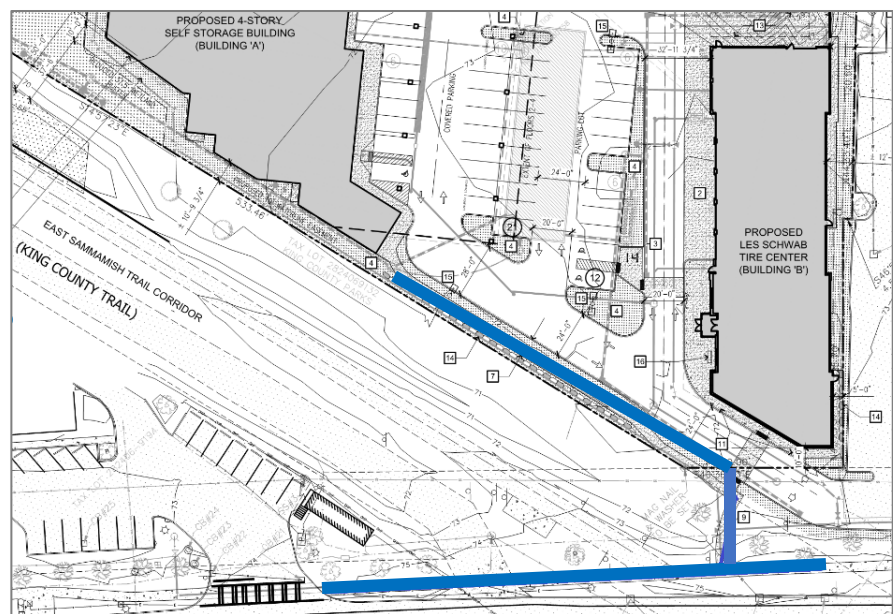


Figure 5. Existing Non-Motorized facilities.

#### 6.4A Shared Use Routes

A shared use route, including bicycle infrastructure, is provided via the East Lake Sammamish Trail. Additional facilities providing greater trail connectivity are expected to be provided as part of the 3-Trails Crossing signal improvements. For the commission's reference: Figure 6 depicts the current construction of the self-storage building as viewed from the beginning of the East Lake Sammamish Trail.



Figure 6. View from trailhead near project entrance.

Streets constructed as part of this SDP shall be designed in accordance with a Circulation Facility as specified in Chapter 6.4 or if an appropriate facility is not provided in Section 6.4, the City of Issaquah Street Standards shall apply.

#### CHAPTER 12: CIRCULATION DESIGN

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 may be reviewed in the CIDDS Checklist.

The proposed Circulation Design for the Issaquah Lofts project complies with the CIDDS at this phase of review, but requires thorough review of the constructions permits for compliance with Street Standards, Universal Design, and Visual Cues **[Condition 5]**.

As submitted, the project plans depict a pedestrian circulation system. The site has a direct, clear and predictable circulation route, both for pedestrians and vehicles. The building entries are easily identified by the weather protection over the street-facing primary entrances of the first-floor retail

spaces. To ensure compliance with all pedestrian circulation requirements, a pedestrian circulation system would be provided to the City with submittal of the construction permit applications. The pedestrian circulation system must clearly demonstrate connections between the storage building, the studio lofts building, and the adjacent streets. All pedestrian circulation facilities shall be a minimum of 6 feet in width, clear of intrusions, including bollards, handrails, railings, and so forth [Condition 6].

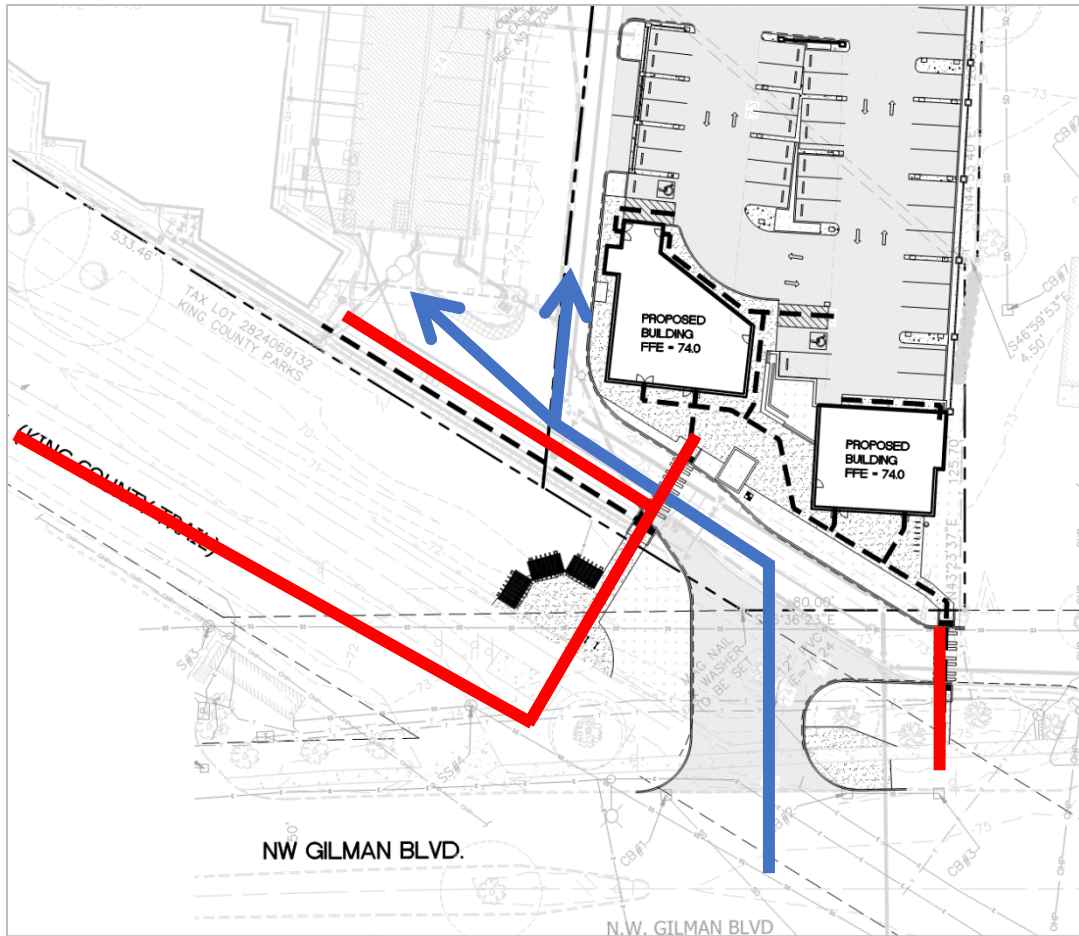


Figure 8. Pedestrian perspective.

### **12.2A Multiple Routes**

Because of the irregular geometry of the project site, vehicular access to the property occurs only at the front (south) of the project site at the intersection with the NW Gilman Boulevard right-of-way. Non-motorized access to the property occurs via the East Lake Sammamish Trail and the sidewalk along NW Gilman Boulevard. Figure 9 depict motorized access in blue, and non-motorized access in red.





**Figure 9. Motorized and Non-Motorized Access**

### **12.3E Street Intersections**

A wide band of decorative concrete would be constructed at the entrance of the project site in order to highlight the intersection and to indicate pedestrian priority of the intersection **[Condition 7]**.

### **CHAPTERS 7 & 13: COMMUNITY SPACE**

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential. Additional analysis of project compliance to Chapters 7 and 13 may be reviewed in the CIDDS Checklist.

#### **Chapter 7: Community Space Development Standards**

Chapter 7 provides the standards to show how building design and Community Space are related; that the site makes a positive contribution to the Public Realm; and that significant Community Space is located within or adjacent to the District. The proposed Community Space Design for the Issaquah Lofts project complies with the CIDDS at this phase of review.

## **7.2 Green Necklace**

Figures 7A and 7B of the CIDDs identify the Shared Use Route from Juniper Trail connecting to East Lake Sammamish Trail. The project includes crossing improvements with the goal of creating more intuitive and safe connections between Juniper Trail, Rainer Trail, and East Lake Sammamish Trail in compliance with the general standards of Chapter 7.2; specifically, by providing pedestrian and vehicle connections within and between developments to help break up blocks and increase pedestrian friendliness.

### **7.3.B Nonresidential Community Space**

Though not required by the CIDDs, a plaza is provided per the Development Agreement and is depicted in Figure 10. It begins with the intersection of the 3-Trails directly in front of the project site. Here, the applicant is proposing to construct three trellises and provide seating through the installation of three benches. Bicycle parking would also be included.



**Figure 10. Plaza rendering.**

A connection from the amenities provided at the head of the East Lake Sammamish Trail would allow pedestrians direct access to the project site, which includes a publicly accessible plaza measuring approximately 2,310 square feet. The plaza, as depicted in the plan view in Figure 11, includes landscaping, a water feature, bicycle parking, and faces the primary entries of the proposed first-floor retail spaces.



Figure 11. Plaza birds eye view.

The project plans currently depict many of the special amenities required, such as seating, landscaping, water features, and weather protection. However, during review of the construction permits, CIDDS 6.4.A, 7.4, and 13.5 would be reviewed for compliance and the developer shall provide pedestrian scale lighting and special paving, such as decorative colored concrete, concrete unit brick or stone pavers that support bicycle as well as pedestrian use **[Condition 8]**.

### **Chapter 13: Community Space Design Standards**

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. The proposal complies with the design standards, as discussed in the Chapter 7 above.

### **CHAPTERS 8 & 15: PARKING**

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Circulation Design for the project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapters 8 and 15 may be reviewed in the CIDDS Checklist.

### **Chapter 8: Parking Development Standards**

Parking for the project consists of both under-building and surface parking. The surface and under-building parking would be accessed from NW Gilman Boulevard via a private street. The applicant

proposes a mix of stall sizes to include 47 standard stalls, 22 compact stalls, and two ADA stalls for a total of 71 stalls. Bicycle parking for both temporary and long-term is also provided. Motorcycle parking is not depicted on the project plans. Final parking stall mix per CIDDS 8.18 would be verified with the Site Work permit. The proposed number of parking meets the minimum required per the Parking Study discussed below **[Condition 9]**.

### **8.9 Unspecified Uses**

Chapter 8.9 states that if a proposed use is not specified, the Director shall establish the minimum requirement based on the nearest comparable use. The Issaquah Lofts would be the first such use in the City, and “work lofts” is not identified in the Table of Vehicular Parking Spaces (Table 8.10-1). In consideration of the unique nature of the project, Transportation Solutions, Inc. (TSI) conducted a Parking Analysis in which peak parking demand<sup>7</sup> was evaluated at other work loft locations within the region. Two work loft buildings were analyzed for their peak parking characteristics; North Seattle ActivSpace which includes 30,948 square feet of work loft space, and Renton Creative Space which includes 24,408 square feet of work loft space and 3,304 square feet of commercial space.

TSI concluded that the proposed work loft development in combination with the retail uses is forecast to generate a peak parking demand of up to 55 vehicles. By including a 15 percent buffer, the required number of parking spaces per TSI’s study is 64 parking stalls. The City has accepted TSI’s analysis and determined that 64 parking stalls is sufficient to meet the parking needs of the Issaquah Lofts building. The Applicant proposes up to 71 onsite parking spaces, which is sufficient to support the needs of the proposed uses.

### **8.11 Bicycle Parking**

Under the approval of ASDP15-00002, the applicant requested to reduce bicycle parking to two stalls per building as allowed under 8.11.B. Based upon the proposed uses at that time, the Director granted this request subject to Condition 9 of ASDP15-00002, which requires separate, covered bicycle parking for each use independently. The approval to reduce bicycle parking was based on the development approved under ASDP15-00002; the self-storage facility and the tire center. The tire center use has been eliminated with a more active use that includes both retail and office uses; therefore, the applicant shall comply with the required minimum number of bicycle parking spaces as outlined in Table 8.11-1. The exact number and location of bicycle parking spaces shall be determined during the review of the Site Work and Landscape permits. Spaces shall be covered and shall be provided within close proximity to the primary entrance of the building. Bicycle parking shall conform to Table 8.11-1 of the CIDDS **[Condition 10]**.

In addition to the above, the plans approved as part of DA17-00001 included a bicycle locker measuring approximately 317 square feet. The bicycle locker was eliminated with the project plans for this SDP. The applicant shall provide the bicycle locker as depicted in the plans under the Development Agreement, and the number of bicycle parking spaces provided in the bicycle locker would be credited towards the required bicycle parking for the project **[Condition 11]**.

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<sup>7</sup> The highest number of vehicles parking onsite.

### **8.12 Motorcycle Parking**

Motorcycle parking is required for all non-residential uses containing 20 or more parking spaces. Motorcycle parking is not demonstrated on the project plans; therefore, the applicant shall comply with motorcycle parking requirements identified in Chapter 8.12 **[Condition 12]**.

### **8.16 Loading Spaces**

The applicant has not provided any details demonstrating compliance with the Loading Space requirements in Chapter 8.16 of the CIDDS. Commercial uses, such as office and retail, require one loading space per 30,000 net square feet<sup>8</sup>. Based on an approximate 46,986 net square feet, the applicant would be required to provide two onsite loading spaces measuring 25 feet deep by 10 feet wide each. As previously identified, the applicant has proposed seven parking stalls in addition to the required 64 stalls as recommended by TSI. Staff proposes that the applicant reconfigure the parking by eliminating some of the proposed excess parking, and by adding the two required loading spaces.

## **Chapter 15: Parking Design Standards**

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. The site complies with the design standards.

The roofline of the building is depicted in blue in Figure 12. Figures 12 and 13 have been provided to demonstrate that a large portion of the onsite parking is located under the building. The proposed parking plan constitutes as Structured Parking, and is therefore consistent with the Central Issaquah Plan's vision for a reduction in the use of surface parking. The surface parking portion is screened from the outdoor community spaces by the building. Staff is working with the applicant to address tree and landscaping requirements; as of now, the proposed landscaping is deficient in sufficient detail to adequately assess whether the landscaping requirements have been met. The surface parking lot would be softened with the required 10 percent internal landscaping and provision of one tree for every six parking spaces per Chapter 10.5. Additionally, the applicant shall provide plans, to be reviewed with the construction permits, that demonstrate compliance with Chapter 15.3 **[Condition 13]**.

The applicant is encouraged to minimize the amount of the impervious area by reducing the parking stall length with a two-foot overhang on the landscape area. The applicant is also encouraged to incorporate sustainable site design strategies including the use of LED light fixtures for parking lot lighting and pervious pavers. These would be further discussed and reviewed with the construction permits.

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<sup>8</sup> Defined in Chapter 8.8.A as: the total of all floor areas of a building as measured from the interior surface of each exterior wall of the structure including hallways, conference rooms but excluding stairwells and elevator shafts, mechanical rooms, janitorial sink rooms, restrooms, attic space, interior vehicular parking or loading, lobbies, storage rooms, enclosed porches and balconies.



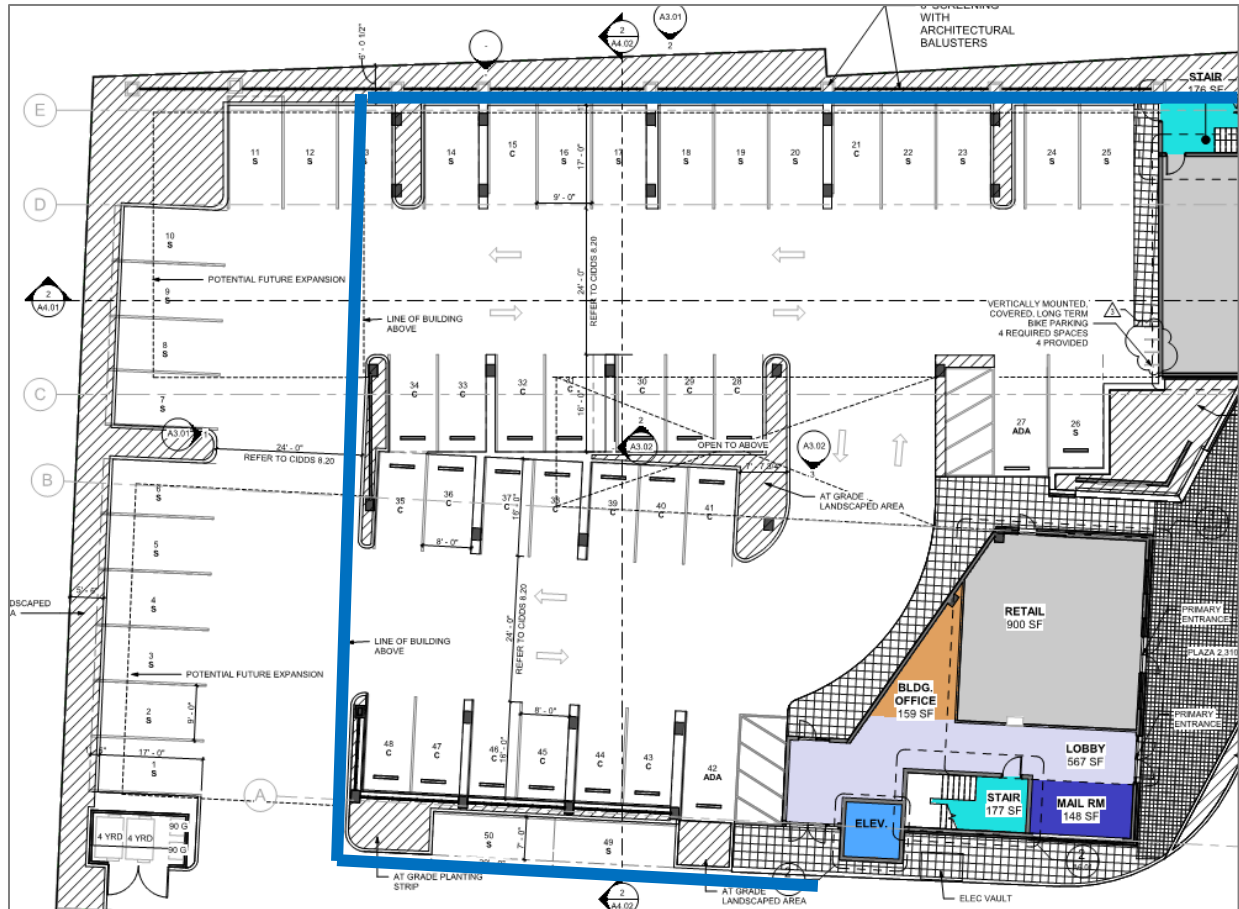


Figure 11. Plaza birds eye view.



Figure 13. Architectural rendering of the under-building parking from the Pogacha parking lot, adjacent to I-90.

## **CHAPTERS 10 & 16: LANDSCAPE**

The intent of these Chapters is to establish minimum standards for landscaping and trees within Central Issaquah that draw nature into this developing urban community. Adding green elements to soften the urban form provides opportunities for transitions from the natural edges into the built environment and ensures a livable, verdant, attractive Public Realm that restores both nature and human activity and contributes to the success of the establishment of the Green Necklace. As conditioned, the project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapters 10 and 16 may be reviewed in the CIDDS Checklist.

### **Chapter 10: Landscape Development Standards**

#### ***10.8 Fences, Waste Enclosures, and Mechanical Equipment***

The current project plans depict the waste enclosure within the location of a water line easement; therefore, review of waste enclosure and facilities would occur with the construction permits to ensure that the waste enclosure is not over or undersized, and that it would be situated in an appropriate location to both minimize its visual impact and to ensure functionality.

#### ***10.10 – 10-14 Tree Density, Tree Removal, Tree Retention, and Replacement Trees***

The Landscape Plans, Sheet L1, do not currently comply with the tree density, removal, retention and replacement requirements. Both the applicant and Staff have been actively working towards compliance. Under ASDP15-00002, tree retention was significantly reduced and many of the trees on the site have been removed. Condition 15 of ASDP15-00002 reads as follows: “In order to mitigate for the reduction in tree retention as approved under ASDP15-00002; and, to meet the minimum tree density for the lot, replacement trees must be provided at a rate of five (5) trees per 5,000 square feet of Developable Site Area per Section 10.13 and 10.14 of the CIDDS”. This condition is being carried forward with this SDP application. Tree retention, tree density, and tree replacement would be reviewed as part of the Site Work and Landscape permits. Further, the exact number and location of all trees and landscaping shall be determined with the Site Work and Landscape permits. The applicant would be required to provide trees on or off-site or pay a fee-in-lieu of to the City Tree Fund per Section 10.14 of the CIDDS [**Condition 14**].

### **Chapter 16: Landscape Design**

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary.

The proposed landscape integrates with the surrounding context including the public plazas and under-building parking. Trees and landscaping must be used to accentuate pedestrian entries and gathering spaces. Trees are shown as planted near the entry drive to provide a dramatic entrance to the project.

## **CHAPTER 11: SITE DESIGN**

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised

to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 may be reviewed in the CIDDS Checklist.

The site integrates successfully with the surrounding physical and natural environment. The Green Necklace vision is fulfilled with the adjacent East Lake Sammamish Trail and wetland preservation and mitigation located at the northwest corner of the self-storage site. The view corridor that exists along the trail would be preserved. The project would enhance the 'green edge' provided along Interstate 90 with the addition of wetland plantings and new evergreen trees that are currently being planted at the northwest corner of the self-storage site. The project entrance would be integrated with the trailhead of the East Lake Sammamish Trail, and the building and site design would complement the adjacent trail and preserve views of Mount Rainier.

Under-building parking beneath the studio lofts would reduce the amount of impervious area needed for surface parking. Additionally, the site would feature a predominate elements to define the entrance: an enlarged area of decorative concrete paving shall be provided to create a sense of arrival and transition point between the studio lofts, the site entrance, and the trailhead of the East Lake Sammamish Trail located just west of the internal street.

### ***11.3 Standards for all Uses***

The project plans demonstrate a connection linking the project site to the sidewalk on NW Gilman Boulevard and the East Lake Sammamish Trail. The existing ADA ramps at the entrance on NW Gilman Boulevard are non-conforming and must be replaced to meet current ADA standards. This would be reviewed with the Site Work permit.

The project has sufficient pedestrian and vehicular connection to surrounding circulation facilities and properties. Additional pedestrian connections shall be provided via a new connection from the project site to the East Lake Sammamish Trail.

A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located towards the Circulation Facilities and Community Spaces. An AAS was granted under ASDP15-00002, and applies to the Issaquah Lofts Building. The justifications for granting the AAS included the following:

1. The property is considerably set back from NW Gilman Boulevard (approximately 70 feet),
2. The property has a relatively short frontage (approximately 80 feet), and
3. The property has an unusual parcel configuration.

Despite the constraints identified, the site design of the Issaquah Lofts building has been well thought out and attempts to compensate for these challenges. The building is oriented so that the primary entrances face the plaza and NW Gilman Boulevard, a Circulation Facility. The building would be prominently situated at the intersection of circulation facilities, and serves to amplify the importance of the corner. Additionally, the landscape treatment along the front of the building accentuates the building. Street trees would also be used to scale the buildings and frame the streets.

Finally, mechanical and utility equipment were not shown on the site plan, it is therefore assumed that they are located within buildings or in locations that do not impact achieving the vision for the project and compliance with CIDDS, such as within parking areas **[Condition 15]**.

### **11.5 Service, Loading, Waste**

This standard encourages waste areas to be located inside the building when possible. The applicant has stated that the Issaquah Lofts would securely store its waste area outside the building. The external waste enclosure serving the studio lofts shall be required to be covered and must be designed to keep wildlife out. The size and location of the waste enclosure must be reviewed and approved by Recology, the City's waste purveyor, to ensure that it is the correct size to accommodate the three waste streams. Final size and location shall be determined through a joint review with Recology during review of the Site Work permit. Lastly, the outside waste enclosure for the studio lofts shall be screened appropriately including the use of landscape screening and suitable structure design and materials **[Condition 16]**.

### **Chapter 14: Buildings**

For a complete review of the buildings, please see the discussion under Chapter 18, Architecture and Urban Design Manual, which is a new chapter of the CIDDS, resulting from the moratorium work plan.

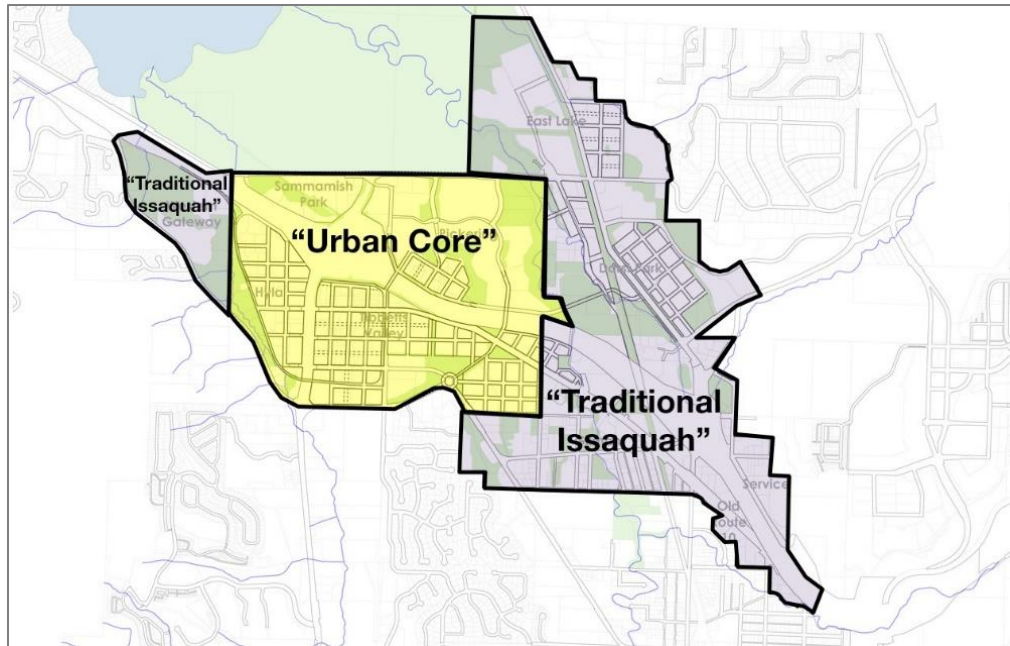
### **Chapter 17: Lighting**

Chapter 17 provides the standards for lighting. A lighting plan was not provided with the SDP application. Therefore, compliance with the Lighting Standards would be fully reviewed at construction permit. At this phase, Staff is providing a cursory review.

### **CHAPTER 18: ARCHITECTURAL & URBAN DESIGN**

The [Architectural & Urban Design Guidelines](#) (Design Manual) was adopted by the City Council on December 18, 2017. Development Agreement DA17-00001 was adopted on May 11, 2017. Consequently, the Issaquah Lofts project is being evaluated using the July 20, 2017, draft manual, consistent with the provisions of the Development Agreement.

The project site is located within the "Traditional Issaquah" Architectural District as identified in Chapter 2.0 of the Design Manual.



**Figure 13. Architectural Districts**

In accordance with the Architectural District designation and the applicable design guidelines, the applicant and Staff have worked toward applying the Arts & Craft style to the design of the Issaquah Lofts.

*The Arts & Crafts movement, emerging in the early 1900s, drew inspiration from nature, tradition, and craft. Although stylistically simpler and more practical than previous Victorian styles, Arts & Crafts architecture still incorporates some simplified English vernacular elements. This style emphasizes purity of natural materials through handcrafted basic geometrical detailing. The Craftsman style, while part of the Arts & Crafts Movement, is distinguished as its own style in this manual.*



**Figure 14. Example of Arts & Crafts Style**

**Exhibit E** contains a more detailed evaluation of the proposal relative to the July 20, 2017, Design Manual including the Design Review Checklist. In addition, to facilitate the Commission's and the public's review, the Guideline, Objective, Appropriate elements, and Inappropriate elements are provided in the Exhibit; however, the images have not been included.

**Conclusion:**

To a great extent the project complies with both the Architectural standards for an Arts & Crafts style project and the Urban Design guidelines; nonetheless, there are some details which do not comply and these are discussed below.

**Architecture, Arts & Crafts Style**

**Massing:** Complies

**Scale:** Complies

**Materials:**

- Walls: The types of materials complies; however, the number of materials and styles exceeds the maximum number allowed (3) by having brick, board and batten, lap siding, and shingles. The brick is an essential element of the style and cannot be eliminated. Therefore, one of the simulated wood styles must be removed. As all comply with the Design Manual, the applicant may select which one it is.
- Windows & Doors: The window and door styles, orientation, groupings, etc. comply; however, where brick is used, there must be a “contrasting stone surround or lintel” for both windows and doors which isn’t present and will need to be provided.
- Roof: Complies
- Color: Complies
- The building shall be revised to have only three materials or styles of materials by eliminating one simulated wood style. Doors and Windows inserted into the brick ground floor shall have contrasting stone surrounds or lintels [**Condition 17**].

**Urban Design****Context**

- Natural Context: Not applicable. The criteria for and location of the Natural Context standards were not determined until much later in the year, and were not established in the July 20th draft.
- Compatibility: Complies

**Site**

- Block Size: Not applicable
- Block Access:
- Through-block Passage: Not applicable to this location
- Alleys: Not applicable to this location
- Parking Structures and Lots: Complies
- Building Edges:
  - Enclosure: Not applicable to this location.
  - Setbacks: Not applicable to this location
  - Entries: Complies
  - Ground Floor Transparency, Retail and Commercial: Retail portion does not comply; commercial complies.

- *Weather Protection*: unclear due to graphics which hide portions of the weather protection, though it appears the proposal can easily comply if it doesn't already
- Usable Open Space:
  - Courtyards and Forecourts: Complies.

The building shall be revised to have 70% transparency on the retail portion of the building and 75% weather protection on the required facades. **[Condition 18]**

## **SUMMARY OF TECHNICAL REVIEWS**

The following reviews were conducted by reviewers from five (5) different disciplines as part of Staff's evaluation of the SDP project. The following is not intended to be an exhaustive list but rather a summary of issues identified by the reviewers. Thorough review through all phases of construction would be required, and many of the comments have been added as Conditions. Planning comments have been incorporated into this staff report.

### **Engineering**

A detailed engineering review occurred with both the ASDP and the construction permits for the storage facility. Therefore, the engineering review at this time is related to the changes proposed by this new use and site configuration as well as the requirements of the Development Agreement.

1. Due to the configuration of the access driveway, turning movements of large delivery trucks may require both lanes on NW Gilman Blvd. Therefore, the site access for trucks and truck trailers 35-feet and longer shall be restricted to the hours between 10:00 p.m. and 6:00 a.m. This component shall be reviewed with the intersection design. **[Condition 19]**
2. Further analysis pertaining to Section 2 of the Development Agreement will be required in conjunction with the traffic signal review. The agreement shall be executed and bonded prior to issuance of the Site Development Permit. **[Condition 20]**
3. Traffic improvements are dependent upon the signal/intersection improvements. **[Condition 21]**
4. Demonstrate that the fire truck could successfully navigate through the site. Sheet C3.0 depicts the path of travel as going over the curb and sidewalk. **[Condition 22]**

### **Stormwater**

Water Quality and other stormwater elements must follow the 2014 Ecology Stormwater Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual. One additional comment has been included as **[Condition 23]**.

### **Proposed Future Expansion**

The project plans depict a Phase 2, Future Expansion. The applicant has indicated that a future expansion is being considered, but is not a part of this SDP. Any future expansion or substantial modification beyond what is discussed in this staff report shall require the Development Commission's approval **[Condition 24]**.



## **Public Comments**

As of the date identified at the beginning of this staff report, Staff has received two email comments from City of Issaquah residents, included as **Exhibit F**.

### ***Summary of Comments Received***

At this time, the pedestrian and traffic signal improvement are being provided on the north side of NW Gilman Boulevard only. The commenters expressed concerns that the traffic signal and pedestrian improvements are not being reviewed by staff in a holistic manner. A holistic approach, to include the crossing and signal on the south side of NW Gilman Boulevard, would provide for an opportunity to install safer and more intuitive pedestrian connectivity.

### ***Staff Response***

Staff agrees that the design and installation of traffic and pedestrian signal improvements is beneficial if completed concurrently. However, DA17-00001 requires that the applicant design and install the signal and pedestrian improvements on the north side of NW Gilman Boulevard only. The City would later be responsible for improvements to the south side of the street. This phased approach is allowed by DA17-00001. The timing of the later phases is not known at this time, though the City has hired a consultant to prepare a Northwest Gilman Boulevard Project.



## CONDITIONS OF APPROVAL

The following Conditions shall apply to the project. Please refer to Exhibit D, the CIDDS Checklist, for additional review and explanation of the CIDDS provisions.

- 1 The applicant shall comply with Sections 4.4 and 4.5 of DA17-00001 through the construction permit process. Construction permits may not be issued until the Director or their designee determines that compliance with these Sections has been satisfied.
- 2 SEPA mitigation measures shall be deemed conditions of approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.
- 3 The approval of the SDP with the conditions of approval does not preclude further Staff requirements during construction permits review of the project to ensure compliance with the CIDDS. Additionally, unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.(E) (Administrative Adjustment of Standards Flexibility).
- 4 Density Bonus method will be finalized with the Building Permit. Payment of Density Bonus Program fees shall be collected prior to Building permit issuance.
- 5 Any existing non-conforming ADA crosswalks and ramps that provide immediate access to circulation facilities within the project shall be reconstructed so that they are in compliance with ADA standards in effect at the time of permit issuance.
- 6 All pedestrian circulation facilities shall provide a minimum width based on the CIDDS standards, clear of intrusions, including bollards, handrails, railings, mature plantings, and so forth.
- 7 A wide band of decorative concrete shall be constructed at the entrance of the project site in order to highlight the intersection and to indicate pedestrian priority of the intersection.
- 8 Applicant shall provide pedestrian scale lighting and special paving, such as decorative colored concrete, concrete unit brick or stone pavers that support bicycle as well as pedestrian use.
- 9 Final parking stall mix per CIDDS 8.18 will be verified with the Site Work permit.
- 10 The exact number and location of bicycle parking spaces shall be determined during the review of the Site Work and Landscape permits. Spaces shall be covered and shall be provided within close proximity to the primary entrance of the building. Bicycle parking shall conform to Table 8.11-1 of the CIDDS.

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- 11 The applicant shall provide the bicycle locker as required per the approval of the Development Agreement, and the number of bicycle parking spaces provided in the bicycle locker will be credited towards the required bicycle parking for the project.
  - 12 Motorcycle spaces shall be provided at one (1) per thirty-six (36) of the required automobile spaces with at least one (1) motorcycle space provided for uses meeting the threshold in 8.12.A.1.
  - 13 The surface parking lot shall be softened with the required 10 percent landscaping and provision of one tree for every six parking spaces. If ten percent internal parking lot landscaping is not provided, architectural parking lot edge treatments shall be utilized per CIDDs 10.5. Additionally, the applicant shall provide plans, to be reviewed with the construction permits, that demonstrate compliance with Chapter 15.3. This will be verified with the review of Site Work and Landscape permits.
  - 14 In order to mitigate for the reduction in tree retention as approved under ASDP15-00002; and, to meet the minimum tree density for the lot, replacement trees must be provided at a rate of five (5) trees per 5,000 square feet of Developable Site Area per Section 10.13 and 10.14 of the CIDDs. Tree retention, tree density, and tree replacement will be reviewed as part of the Site Work and Landscape permits. Further, the exact number and location of all trees and landscaping shall be determined with the Site Work and Landscape. The applicant is required to provide trees on or off-site, or pay a fee-in-lieu of to the City Tree Fund per Sections 10.14 of the CIDDs.
  - 15 Mechanical and utility equipment were not shown on the site plan, it is therefore assumed that they are located within buildings or in locations that do not impact achieving the vision for the project and compliance with CIDDs, such as within parking areas.
  - 16 The external waste enclosure serving the studio lofts shall be required to be covered and must be designed to keep wildlife out. The size and location of the waste enclosure must be reviewed and approved by Recology, the City's waste purveyor, to ensure that it is the correct size to accommodate three waste streams. Final size and location will be determined through a joint review with Recology during review of the Site Work permit. Lastly, the outside waste enclosure for the studio lofts shall be screened appropriately including the use of landscape screening and suitable structure design and materials.
  - 17 The building shall be revised to have only three materials or styles of materials by eliminating one simulated wood style. Doors and Windows inserted into the brick ground floor shall have contrasting stone surrounds or lintels.
  - 18 The building shall be revised to have 70 percent transparency on the retail portion of the building and 75 percent weather protection on the required facades.
  - 19 Due to the configuration of the access driveway, turning movements of large delivery trucks may require both lanes on NW Gilman Blvd. Therefore, the site access for trucks and truck trailers 35-feet and longer shall be restricted to the hours between 10:00 p.m. and 6:00 a.m. This component shall be reviewed with the intersection design.

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- 20 Further analysis pertaining to Section 2 of the Development Agreement will be required in conjunction with the traffic signal review. The agreement shall be executed and bonded prior to issuance of the Site Development Permit.
- 21 Traffic improvements are dependent upon the signal/intersection improvements.
- 22 Demonstrate that the fire truck could successfully navigate through the site. To be reviewed with the construction permits.
- 23 The 2017 Addendum, Section 1.1.5 Projects Vested Under Previous Manuals, allows for the flow control design to use 2009 KCSWDM, since the flow control was designed under permitting of the adjacent project (Gilman Point Self-Storage).
- 23 Any future expansion or substantial modification beyond what is discussed in this staff report shall require the Development Commission's approval.